

particular section of the law. The addition of this lamp makes six that are included in the Pierce-Arrow equipment without counting the small one that lights the oil gauge at night.

DEALERS DRIVING CADILLACS HOME

To the east, the west and the south, the 1911 Cadillac cars have been leaving the factory at Detroit, traveling over the road and driven by Cadillac dealers. Not less than 50 representatives have taken their demonstrating cars to their home cities by the overland route.

This is a custom which began in a small way several years ago, and has found great favor among Cadillac dealers in many sections. This is the banner year, however, because never before have so many dealers tried out the new models with real road work.

To date Cadillac dealers from the following cities have visited the factory and driven home in their new cars: White River Junction, Vt.; Youngstown, Ohio; Pittsburg, New York; Jersey City; Jacksonville, Fla.; Sioux City, Ia.; Minneapolis; Oshkosh, Wis.; Waterloo, Ia.; Syracuse, N. Y.; Fitzgerald, Ga.; Taunton, Mass.; Elmira, N. P.; Cedar Rapids, Ia.; Ft. Dodge, Ia.; Providence, R. I.; Johnstown, Pa.; Worcester, Mass.; Louisville, Ky.

ANOTHER CITY BUYS CADILLACS.

That the adaptability to and usefulness of the Cadillac "30" in municipal service is becoming more widely recognized seems to be evidenced by the recent installation of two of them in Harrisburg, Pa. One has been placed at the disposal of the head of the water department and the other is in the service of the highway department. Here as in New York, Brooklyn and Louisville, Ky., the Cadillac was selected in competition with other cars.

New York probably holds the distinction of first seeing the usefulness of the automobile in municipal work; and stood by its conviction by the installation of fourteen Cadillac ambulances.

Brooklyn was almost as early in the field of motor-using cities with three in its city departments.

Shortly afterwards the Police Department of Louisville added three

Strong Men

TRUE STORIES OF AMERICANS OF ACTION.

(Chicago Daily News.)

John Adams Dix.

John Adams Dix was born in New Hampshire in 1798, the son of a lieutenant-colonel in the regular army. He was at school in Montreal, learning French, when the war of 1812 began.

Returning home, he became a clerk in the recruiting office in Baltimore, which was under his father's charge. He was precocious both in ability and appreciation of the advantage of industry and his spare time was employed in studying under the guidance of the faculty of a local school. In 1813 he was offered the choice of a West Point cadetship or the now obsolete rank of ensign in the army. He chose the latter and was assigned to his father's regiment, being the youngest officer in the army, as he had not yet reached his 15th birthday.

His father dying soon after, leaving nine children, upon the lad devolved the necessity of arranging the settlement of his father's estate, which was in an embarrassed condition.

In 1814 he became a lieutenant in an artillery regiment and acted as adjutant of a provisional regiment on an expedition into Canada. In 1816 he became a first lieutenant and in 1819 he was appointed on the staff of the commander-in-chief. He was then but 18, which is now the earliest legal age for enlistment as a private.

Dix kept up his studies constantly and in 1819 began to read law with a view of leaving the army. This he did not do, however, until 1826, when he had become a captain. In 1828 he became a lawyer at Cooperstown, N. Y. Soon he acquired a good practice and entered politics as a democrat, being made adjutant general of the state militia in 1830 and secretary of state in 1833. The latter office made him ex-officio a member of the state board of education.

Following its first experience with the Cadillac, Brooklyn recently added four more to its borough equipment; and New York bought ten additional Cadillacs. The action of Brooklyn and New York was based on a systematic up-keep record, which showed that the Cadillacs were more economical to operate and maintain than any other of the makes in the municipal service.

of education and he instituted a system of libraries for public schools.

In 1844 he had become United States senator. Among other important measures he introduced in congress a bill which brought about trade reciprocity with Canada.

Defeated for re-election, he ran for the governorship as a free soil democrat and was again defeated. Tendered the high office of secretary of state in the cabinet of President Pierce, he felt obliged to decline it on account of the opposition of the South. The same consideration made him decline appointment as minister to France.

In January, 1861, Floyd and Cobb withdrew from President Buchanan's cabinet and decamped to the south. Buchanan had been subservient to his southern cabinet members, but when he filled their places he blundered into choosing uncompromising unionists, Stanton, Holt and Dix. These strong men bullied the weak and vacillating president into unwilling action tending to uphold the union in the great crisis.

Dix, who had been postmaster of New York, was made secretary of the treasury. Three days after he took charge he sent a special agent to New Orleans and Mobile to prevent revenue vessels in those harbors from being seized by persons in rebellion. One Breshwood, captain of the Robert McClelland, the most valuable of the vessels, refused to obey the special agent's orders. Dix telegraphed: "If any man attempts to haul down the American flag, shoot him on the spot."

Those fifteen words were worth an army corps to the nation. In that time of doubt and fear, in the midst of the craven temporizing of the nation's chief executive, those ringing words came like a trumpet blast. Men would die to save the flag; men would die who tried to tear it down! Uncompromising, swift, short, the issue was outlined in that order. It became a national watchword, it is still and it always will be.

The north was reanimated. The situation was suddenly clarified. The time of trucking and yielding was over. The union was to be upheld. Both north and south realized it in the response of the nation to those words.

In April Dix presided over a great war mass meeting in New York and was made chairman of the "union defense committee." In May he was appointed major-general of New York volunteers. In June President Lincoln made him major-general of regulars.

But even as he had been too young to have a real chance in the war that began his career, he was too old to be a great commander in his second war. He was too old for the hardships of the field. Still, he drove the confederates out of the two Virginia counties on the tip end of the Maryland-Delaware peninsula and those counties remained in the union.

ARE YOU GOING AWAY?

Better think now about the vacation you should have taken at the beginning of the season. It is too late to go to the coast, and more expense attached to a trip across the water than you care to assume. Better go to Haleiwa where the winds blow all of the time and the climate is as ideal as can be found anywhere. School teachers are given a special rate for the balance of the season. Go down in time to enjoy the full moon dance.

maintained loyal thenceforth. The command of Maryland at this time required a man of tact and judgment. Dix had these qualities and the additional advantage of being a war democrat. His administration of affairs in that state was successful, as was also his command of the department of eastern

Virginia. In command in New York city in 1863, he prevented troubles over drafts. That city needed a firm hand for it was a danger spot. In 1866 Dix was nominated by President Johnson as naval officer of the port of New York and before the day was over he was appointed minister to

France. In 1872 he became governor of New York.

He was a writer of some distinction and a leader in society. Possessed of ample means, in his latter years he was president of several railroads. He died in 1879.

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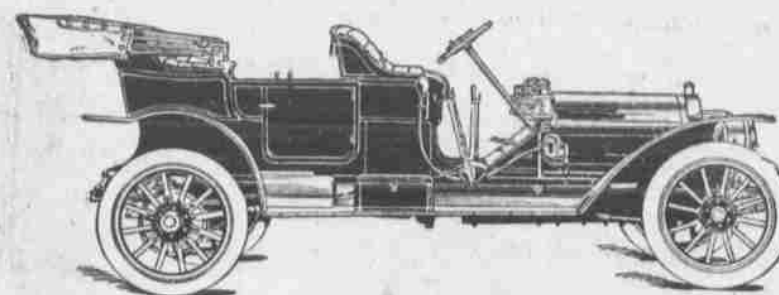
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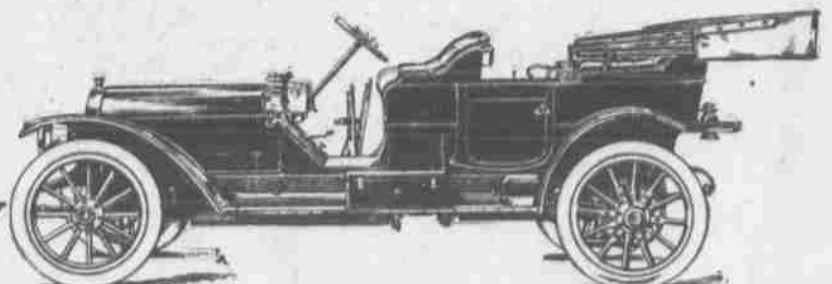
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